follows the alignment of the wetland rather than a shorter pipe that would require a ditch through the wetlands at this site.

R-1015A

Andrew Nottingham gave a brief overview of the R-1015A project and then proceeded to go through the plans sheet by sheet.

Andrew Nottingham noted that the length of the bridge over the Southwest Prong of Slocum Creek and its associated wetland was set based on the length shown on the sketches in the memorandum to John Conforti from Ken Burleson dated 4/21/2000. He also noted that no deck drains will be used directly over the surface water or buffer zones and they will be eliminated as much as possible over the wetlands. The proposed bridge length is 274 meters.

Temporary work bridges for the construction of the bridge over the Southwest Prong of Slocum Creek (project R-1015A) and the bridge over the East Prong of Slocum Creek (project R-1015B) were discussed. John Hennessy and Mike Bell agreed that temporary work bridges should be used for the construction of both bridges.

Lindsey Riddick noted that the issue of jetting of piles for the bridges would have to be addressed. Mike Bell and John Hennessy agreed that this topic will have to be addressed.

Andrew Nottingham noted that the Roadway Design Unit is working on shifting the alignment for the temporary detour needed for the construction of –y4- on sheet 32 in closer to the existing road to reduce wetland impacts. It was also noted that a determination would have to be made as to whether the impacts to the wetlands would be considered temporary or permanent for the –y4- detour.

On sheet 9 there is a ditch shown in the wetlands from station 101+60 –L- to station 102+20 –L- on the right. Mike Bell noted that the ditch should be eliminated in the wetlands as much as possible and additional impacts to the adjacent wetlands included where the ditch could not be eliminated in the wetlands.

On sheet 20 it was noted that the proposed 600 mm (24inch) equalizer pipe at station 133+45 –L- and the 450 mm (18inch) equalizer pipe at station 134+85 –L- should be made larger in order to bury the inverts 1 foot.

On sheet 21 it was noted that the proposed 600 mm (24 inch) equalizer pipe at station 144+55 –L- should be made larger in order to bury the invert 1 foot.

On sheet 22 it was noted that the proposed 600 mm (24 inch) equalizer pipes at stations 146+40 –L- and 147+40 –L- should be made lager in order to bury the inverts 1 foot.